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OFFICE CONSOLIDATION

March 1988, July 2002

Lower Mount Royal

Area Redevelopment Plan

Bylaw 20P82
Approved July 25, 1983

THE CITY OF CALGARY
LAND USE AND MOBILITY
PLANNING AND TRANSPORTATION POLICY

Office Consolidation

NOTE: This office consolidation includes the following amending By-Laws:

Amendment	Bylaw	Description	Date
1	12P84	a) Section 3.5 (Superceded by Bylaws 9P85, 20P87) b) Figure 3 (Superceded by Bylaws 7P85, 5P86, 2P87, 17P87, 3P88) c) Figure 4 (Superceded by Bylaws 5P86, 20P87)	1984 September 10
2	7P85	Figure 3 (Superceded by Bylaws 5P86, 2P87, 17P87, 3P88)	1985 June 17
3	9P85	Abandoned	
4	5P86	a) Section 3.3.5 (Superceded by Bylaw 20P87) b) Figure 3 (Superceded by Bylaws 2P87, 17P87, 3P88) c) Figure 4 (Superceded by Bylaw 20P87)	1986 April 14
5	2P87	a) Executive Summary, Residential Land Use b) Section 3.1.3 (Superceded by Bylaw 20P87) c) Figure 3 (Superceded by Bylaws 17P87, 3P88)	1987 March 9
6	5P87	a) Executive Summary, Funding b) Section 6.4 c) Section 7 deleted	1987 April 13
7	17P87	Figure 3 (Superceded by Bylaw 3P88)	1987 November 9
8	20P87	s) Sections 3.1.2, 3.1.3, 3.2.2, 3.2.3, 3.3.3, 3.3.5, 3.4.1 b) Figure 4	1987 December 7
9	3P88	a) Executive Summary, Office Conversions b) Figure 3 deleted	1988 March 14
10	15P91	Abandoned	
11	11P92	Section 3.2.2	1992 December 7

Amended portions of the text are printed in italics and the specific amending Bylaw is noted.

Persons making use of this consolidation are reminded that it has no legislative sanction, and that amendments have been embodied for ease of reference only. The official Bylaw and all amendments thereto are available from the City Clerk and should be consulted when interpreting and applying this Bylaw.

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PLANNING & TRANSPORTATION POLICY
INFORMATION CENTRE #8115
P.O. BOX 2100, STN "M"
CALGARY, ALBERTA
T2P 2M5

PHONE: (403) 268-5333 FAX: (403) 268-4615
WEB: www.gov.calgary.ab.ca/planning/land_use_planning/publications/

LOWER MOUNT ROYAL AREA REDEVELOPMENT PLAN

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Lower Mount Royal Area Redevelopment Plan

EXECUTIVE SUMMARY

RESIDENTIAL LAND USE

A low-rise, medium density land use policy will apply throughout the residential areas of Lower Mount Royal:

- *The existing RM-5 land use district will continue; however, land use designations of a lesser intensity may be appropriate in specific cases.* **Bylaw 2P87**

These redevelopment guidelines will apply to residential redevelopment:

- Building design reflective of original community character.
- Adequate parking provision and screening.
- Attractive and usable amenity areas, e.g., yards and balconies.

COMMERCIAL LAND USE

Policies for 17th Avenue are intended to reinforce its regional pedestrian shopping character.

- The C-3(23) land use district will apply to land on 17th Avenue.

These redevelopment guidelines will apply on 17th Avenue:

- Buildings should be designed to:
  - accommodate continuous retail frontage at-grade
  - incorporate at-grade store front windows, a high degree of wall face detail, and individual store front access
  - incorporate design features which provide weather protection for pedestrians, e.g., arcades, canopies.
  - allow sunlight to fall on north sidewalks and open spaces on 17th Avenue from 10:00 a.m. - 2;00 p.m. (M.S.T.) March 21 - September 21.
- Auto oriented land uses on 17th Avenue should be limited.
- Landscaping of by-lawed setbacks should complement the proposed Public Improvements Program.

OFFICE CONVERSION POLICY

This policy limits the conversion of homes to offices.

- *An amendment by City Council to the Land Use By-law 2P80 would be required.* **Bylaw 3P88**
- Office use would be confined to the life of the building and allowed only in certain locations and building types.
- Redevelopment guidelines will apply to ensure that the residential character of the building is preserved.

OPEN SPACE SYSTEM

The Plan involves the following:

- 9th Street, from 19th Avenue to Royal Avenue and 19th Avenue north to the lane will be closed to develop a neighbourhood park.
- An open space linkage system, the "Lindsay Park Link", comprised of coordinated signage, landscaped seating areas and pedestrian crosswalks.
- A parkette at 8th Street and Royal Avenue on City-owned land.

TRANSPORTATION

To reduce on-street parking congestion and to increase the availability of parking on 17th Avenue:

- Angle parking on the commercially designated portions of selected side streets will be developed (subject to approval of concept).
- Municipally controlled short-term public parking will be developed.
- Public access to a portion of parking in new developments during non-office hours will be encouraged.
- Possible extension of the 2-hour non-resident parking restriction into Lower Mount Royal.

PUBLIC IMPROVEMENTS

A public improvements program for 17th Avenue is intended to foster a comfortable and attractive street character, oriented to the pedestrian, within the public right-of-way.

Design Elements

The public improvements program should include:

a) removal of overhead powerlines;

b) sidewalk reconstruction with the use of a brick edge treatment;

c) street trees;

d) street furniture (benches, planters, bus shelters, litter bins, billboards, phone booths and kiosks);

e) pedestrian scale light standards;

f) pedestrian crosswalks.

Funding

- *The improvements plan should be implemented, as budget constraints permit, through a Local Improvement or Local Benefit By-law which provides for a cost sharing agreement between the City and affected property owners.*
- *The cost of these improvements can be amortized over a 15-year period.* **Bylaw 5P87**

Lower Mount Royal Area Redevelopment Plan

PREFACE

Area Redevelopment Plans are statutory planning documents for communities within the City and are to be considered in conjunction with other statutory plans, by-laws, and policy documents. They are intended to supplement the Land Use By-law, by providing direction within which the discretion of the Approving Authority should be exercised in a particular community. Land Use Districts apply uniformly throughout the City. This Plan is intended to inject a community orientation to the district uses and rules.

In general, the onus is placed on applicants to demonstrate how their proposal addresses the objectives of the Plan.

The Lower Mount Royal Area Redevelopment Plan is intended to address a time period of ten to fifteen years. However, an evaluation of the effectiveness of the Plan in meeting its objectives should be undertaken within five years of the Plan's approval.

1.0 STUDY BOUNDARIES

Study boundaries of the Lower Mount Royal Area Redevelopment Plan are shown in Figure 1, and may be summarized as follows:

North:	17th Avenue S.W.
South:	The lane south of Cameron Avenue and Royal Avenue (except as shown in Figure 1)
East:	College Lane S.W.
West:	14th Street S.W.

The Area Redevelopment Plan covers a total of 19.24 net hectares (47.53 net acres).

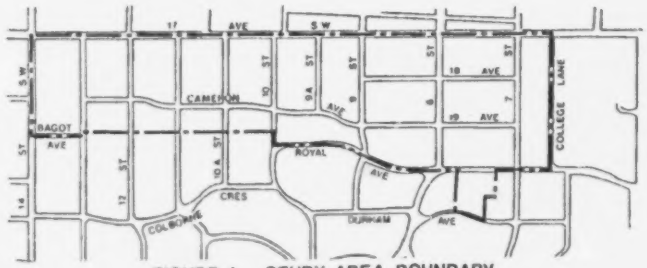
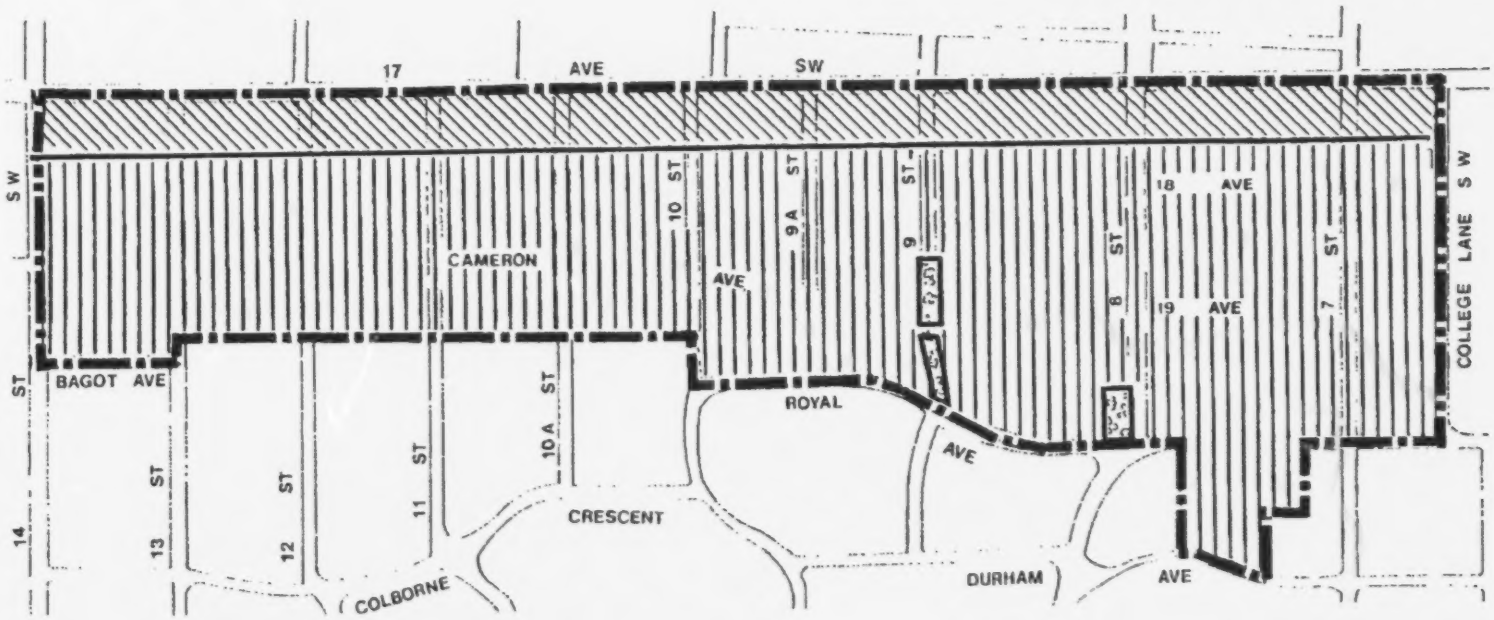


FIGURE 1 STUDY AREA BOUNDARY



THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

July
1983

LOWER MOUNT ROYAL

Fig. 2

0 400
0 120M

LAND USE POLICY*

COMMERCIAL

LOW RISE, MEDIUM DENSITY RESIDENTIAL

PARK / OPEN SPACE

* OFFICE CONVERSION POLICY - SEE FIGURE 3

2.0 GOALS

The goals of the Lower Mount Royal Area Redevelopment Plan are:

1. To retain Lower Mount Royal as an area where limited population growth may be accommodated, while controlling the impact of such growth on neighbouring communities.

2. To encourage the development of 17th Avenue as a Regional Pedestrian Oriented Commercial Strip.

3. To increase accessibility to and availability of parks and recreation facilities.

4. To improve the quality of the community's physical environment.

5. To resolve local planning issues identified through the public participation process.

[Fig. 3 Land Use Districts has been deleted by Bylaw 3P88].

3.0 LAND USE

3.1 Residential Land Use

3.1.1 Residential Land Use Objectives

Residential land use policies are based on the following objectives:

1. To provide for low-rise, medium density residential redevelopment within Lower Mount Royal.

2. To encourage high quality building and landscaping design which complements the scale and character of the original homes in Lower Mount Royal and Mount Royal.

3. To ensure that new developments provide an attractive living environment, with adequate parking and amenity areas.

4. To ensure that new developments in Lower Mount Royal respect the community's role as a transition between higher density commercial/ residential uses in Connaught/West Victoria to the north, and the single family character of Mount Royal to the south.

3.1.2 Residential Land Use Policy

Context

Lower Mount Royal is an inner city neighbourhood within 8 to 10 blocks of the downtown core. It is part of the larger Mount Royal community, one of the oldest (circa 1910) and most attractive areas in Calgary. Lower Mount Royal is delineated from the rest of the Mount Royal community by the escarpment which runs parallel to Cameron and Royal Avenues.

Lower Mount Royal is predominantly a walk-up apartment neighbourhood, interspersed with older housing on 25' to 50' lots. The population is largely composed of smaller adult oriented households. The remainder of the Mount Royal community is characterized by large single or two-family homes, on lots over 50' in frontage.

Elements of original building style which are common to the community include:

- one and two storey houses, some with additional half-storey development
- varied and sloping rooflines
- a high degree of door and window detail
- finish materials such as brick, narrow clapboard, and stucco with painted wood details.

Policy

A medium density residential policy will apply throughout the residential portions of Lower Mount Royal. Lower Mount Royal should continue to function as a low-rise, multi-dwelling district which permits a variety of housing types in the medium density range e.g. townhousing, stacked townhousing and apartments. However, new developments should complement the original character of the Mount royal community.

*[Subsection 3.1.3 Residential Land Use District was amended by **Bylaw 2P87** and deleted in its entirety and the following subsection renumbered accordingly].* **Bylaw 20P87**

3.1.3 Implementation

To reflect the intent of the residential land use policies, the following guidelines are to be considered by the Approving Authority in reviewing discretionary development applications.

1. Building Design

   a) New developments should incorporate:

      i) building finish materials which relate in colour and type to the original community character

      ii) a high degree of wall face and window detail, and variety in roofline arrangements.

   b) To minimize the creation of a "wall effect" on residential streets, modulation in wall face and roofline arrangements should be incorporated in developments over 15.24 m (50 ft.) in frontage.

2. Parking

   a) To discourage additional on-street parking congestion:

      i) .15 visitor parking spaces per dwelling unit should be provided in all residential developments.

      ii) the location of visitor parking should be easily accessible and identifiable from the street.

   b) To ensure sensitive treatment of parking areas adjacent to adjoining properties:

      i) parking should be located underground wherever possible.

      ii) parking areas should be screened through the use of landscaping or fencing.

   c) To minimize disruption to pedestrian and vehicular traffic, parking must be accessed from a lane wherever possible. However, capacity constraints of the lane should be considered when applying this guideline.

3. Private Amenity Areas

   To ensure an attractive streetscape, with usable public and private amenity areas:

   a) on-site mature vegetation should be retained, particularly when located in front yards.

   b) landscaped seating areas, oriented to use by building residents, should be developed in yard spaces.

   c) balcony and patio design should provide maximum sunlight penetration.

   d) balconies should be integrated into the building design.

3.2 17th Avenue Commercial Land Use

3.2.1 Objectives

Land use policies for 17th Avenue are based on the following objectives:

1. To emphasize the regional pedestrian shopping street character of 17th Avenue, while recognizing its major road status.

2. To provide for commercial development on 17th Avenue at a density which reflects the carrying capacity of the transportation system.

3. To provide for a building profile which complements the pedestrian oriented character of 17th Avenue, and allows sunlight penetration to north sidewalks and public open spaces.

4. To encourage development which reflects 17th Avenue's role as a transition between the high density residential district of Connaught/West Victoria to the north, and the medium and low density residential districts of Lower Mount Royal, Cliff Bungalow and Mission to the south.

5. To ensure the provision of adequate parking facilities in all new developments.

3.2.2 Land Use Policy

Context

17th Avenue is a shopping street with a vitality and urban character unique in Calgary. While best known for its independent retail shops and restaurants, 17th Avenue is also characterized by an assortment of contemporary office buildings, most with retail uses at-grade. The avenue is also interspersed with concentrations of older commercial and residential buildings, many of which have been renovated. 17th Avenue attracts people from all over the City to sample its unique restaurants and shops or "people watch" in Tompkin's Park.

In addition to its shopping street function, 17th Avenue plays an important role as a major link in the City's transportation system.

Policy

A Regional Pedestrian Oriented Commercial Strip Policy applies to 17th Avenue. 17th Avenue will continue to function as a commercial strip of City-wide importance, oriented to pedestrians. This policy permits general commercial development in the medium density range. Continuous at-grade retail frontage is encouraged in a mid-rise building form. 17th Avenue's shopping street character will be enhanced through improvements to the Avenue's public environment.

These land use policies for 17th Avenue are intended to minimize the impact of commercial development on adjacent residential areas, and reflect the transportation system's capacity constraints.

The commercial Land Use District which best reflects the land use policy for 17 Avenue is C-3(23); however, existing and future Direct Control Land Use Districts are recognized. **Bylaws 20P87 11P92**

[Subsection 3.2.3 Land Use District has been deleted in its entirety and the following subsection renumbered accordingly. **Bylaw 20P87**

3.2.3 Implementation

To reflect the intent of the 17th Avenue land use policies, the following guidelines are to be considered by the Approving Authority in the review of discretionary development applications.

1. Land Uses

   Auto oriented uses which normally involve extensive front yard parking and access should be limited. Examples of such uses include auto body and paint shops, automotive services, automotive specialties, drive-in businesses and motels. However, these uses may be considered appropriate if there is no front yard vehicular access or parking, and the form of development contributes to the pedestrian concept for 17th Avenue.

2. Pedestrian Shopping Street Elements

To reinforce the pedestrian shopping street character of 17th Avenue, new developments should:

a) be designed to accommodate continuous retail frontage at-grade with land uses such as; retail shops, restaurants, and personal service businesses.

b) be designed at-grade to incorporate store front windows with clear glazing, a high degree of wall face detail and individual store front access.

c) include design features which will provide weather protection for pedestrians, such as arcades and canopies.

d) allow sunlight to fall on sidewalks on the north side of 17th Avenue between the hours of 10:00 a.m. and 2:00 p.m. (M.S.T.) from March 21 to September 21. In this regard, the height of the wall face fronting onto 17th Avenue should not exceed a maximum of 17.6 m at the 5.2 m setback line.

3. Landscaping

The landscaping of the 5.2 m by-lawed setback on 17th Avenue, including any site furniture, should complement the public improvements proposed for 17th Avenue (see Section 6.0).

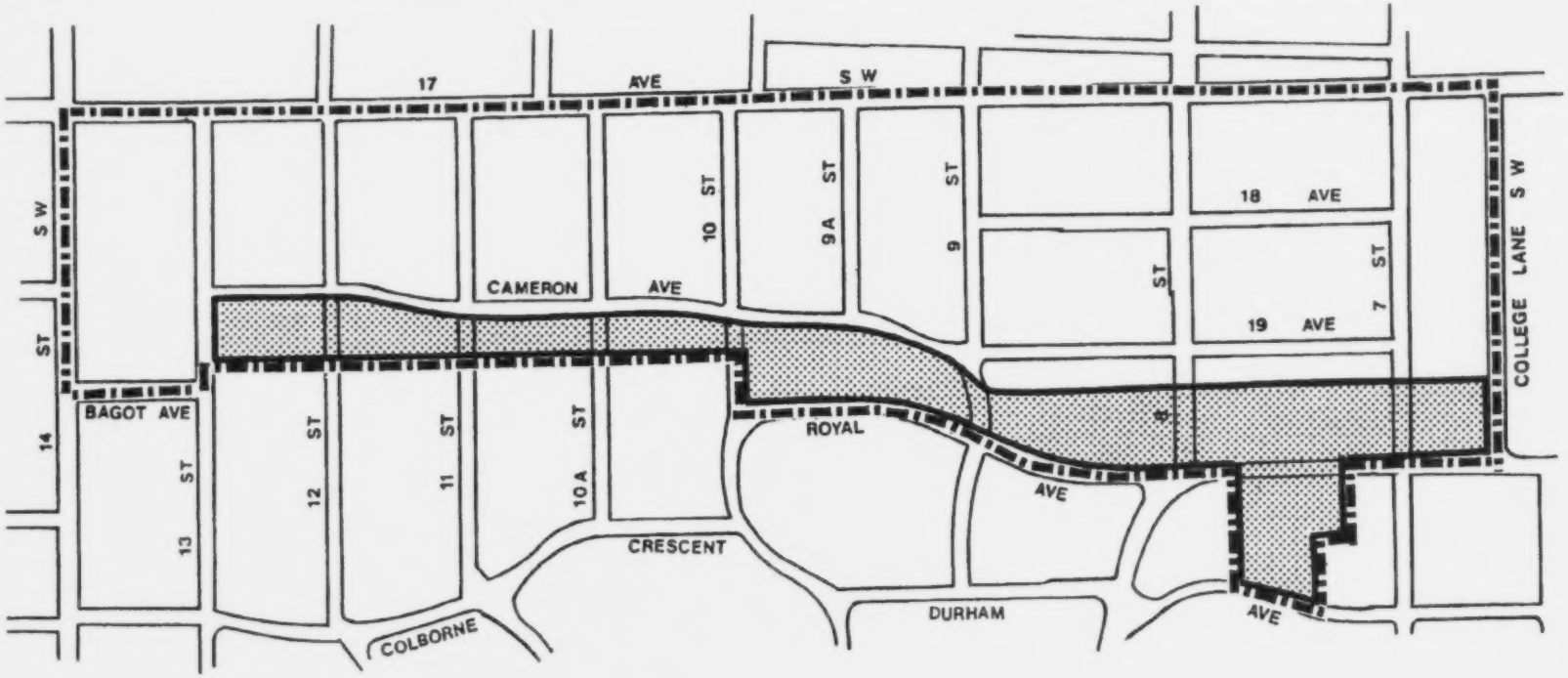
4. Parking

a) To reduce on-street parking congestion and ensure the Avenue's function as a traffic artery, new developments should provide public access to a percentage of available parking in commercial building during non-office hours.

b) To ensure continuous retail frontage and provide for pedestrian safety, parking should be accessed via the lane to the south of 17th Avenue or from adjacent side streets.

c) To limit negative visual impacts on adjacent residential areas, parking should be located underground wherever possible.

d) To encourage the re-use of older buildings which lend character to 17th Avenue, the parking requirements of Land Use By-law 2P80 may be relaxed for the renovation of structures less than 300 m^2 in size, or for structures on the Potential Heritage List.



THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

December 1987

LOWER MOUNT ROYAL

Fig. 3

0 400
0 120 M

OFFICE CONVERSION POLICY

NO OFFICE CONVERSIONS

(Up to and including By-law 20P87 approved December 7, 1987.)

3.3 Office Conversions

3.3.1 Objectives

The office conversion land use policy is based on the following objectives:

1. To ensure the continuance of Lower Mount Royal as a predominantly residential area, while accommodating some demand for office conversions.

2. To extend the life of some of the older structures in Lower Mount Royal that lend character to the community.

3. To provide development flexibility for parcels which are "locked in " by redevelopment.

3.3.2 Land Use Policy

Context

While Lower Mount Royal is predominantly a walk-up apartment neighbourhood, the area is interspersed with older housing on 25 foot or 50 foot lots which, in some cases, are "locked in " by redevelopment. These homes lend character to the community. There has been some interest in converting these older structures to office uses.

Policy

The conversion of single detached, semi-detached, duplex dwellings or potential heritage buildings (excluding apartments), to low intensity office uses may be allowed under certain conditions. However, such conversions should not be permitted in the area outlined in Figure 3, due to its proximity to the single and two family portions of the Mount Royal Community.

3.3.3 Land Use District

An amendment to the Land Use By-law 2P80 initiated by the landowner or his agent, will be required to allow office conversions to proceed.
Bylaw 20P87

This amendment should take the form of a Direct Control (D.C.) application which adds the office use to the existing RM-5 district. This D.C. designation will be confined to the life of the structure existing on the date of the adoption of the amending by-law. As such, it will be considered an interim use. If the building is destroyed or demolished, the land will retain its RM-5 guidelines.

Applications for amendments to permit such conversions should be judged on the basis of the following criteria:

a) A proposed conversion should not result in an undue concentration of office uses, thus altering the residential character of the street.

In this regard, office conversions should be limited to:

i) buildings located on corner sites; or

ii) buildings located on major or collector roads; or

iii) "locked in" buildings with limited RM-5 redevelopment potential; or

iv) buildings on the Potential Heritage list, excluding apartment structures.

b) The proposed office use must not generate an inordinate amount of traffic or parking congestion. Therefore, medical and dental offices should not be allowed.

c) The building must be reused in such a manner as to significantly contribute to the quality of the residential environment in Lower Mount Royal.

d) Parking must be provided on-site, in accordance with the requirements of the Land Use By-law 2P80. However, tandem parking may be used where considered appropriate by the Approving Authority.

Those office conversions that do not meet the above-noted criteria will require an amendment to the A.R.P. **Bylaw 20P87**

3.3.4 Implementation

To reflect the intent of the office conversion land use policy, the following guidelines are to be considered by the Approving Authority in reviewing discretionary development applications.

1. Parking

   a) Parking should not be permitted in the front yard.

   b) All surface parking areas must be screened from view at-grade through the use of landscaping and/or fencing.

2. Landscaping

   a) Existing front yard landscaping such as grass, trees and shrubs should be retained in order to preserve the residential character of the area. Existing landscaping should be supplemented by additional plantings, where considered necessary.

3. Signage

   The location, size and quality of signage should not detract from the overall residential character of the street.

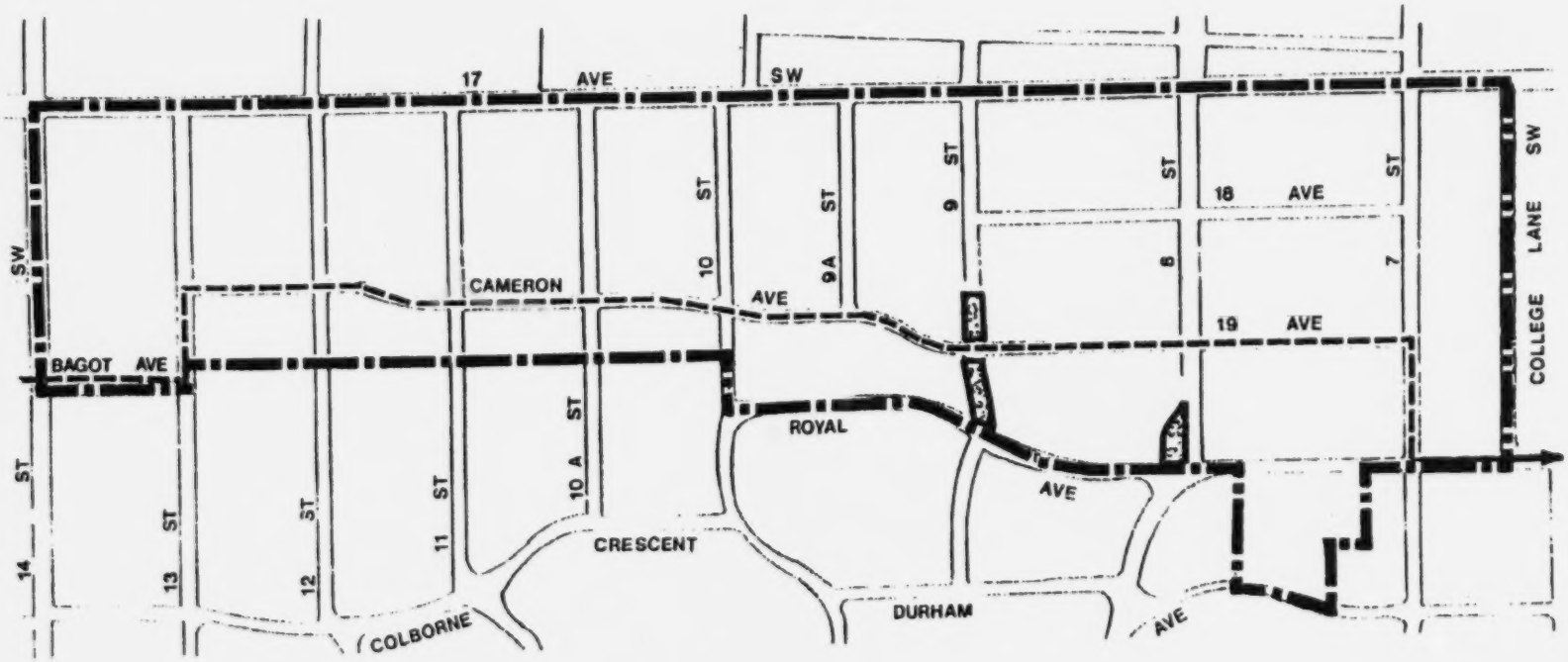
*[Subsection 3.3.5 Existing Office Conversions has been deleted in its entirety by **Bylaw 20P87**.]*

3.4 Parks and Open Space

3.4.1 Land Use District

Parks and Open Space areas in Lower Mount Royal shall be assigned the P.E. (Park and Education District) designation. **Bylaw 20P87**

*[Reference to deleted Figure removed by Bylaw **20P87**].*



THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

July
1983

LOWER MOUNT ROYAL

Fig. 4

0 400
0 120 M

OPEN SPACE SYSTEM

- 9th STREET NEIGHBORHOOD PARK
- 8th STREET PARKETTE
- LINDSAY PARK LINK

4.0 OPEN SPACE AND RECREATIONAL FACILITIES

4.1 Open Space and Recreation Objectives

Open space and recreation polices are based on the following objectives:

1. To create passive open space opportunities in Lower Mount Royal which suit the needs of local residents.

2. To improve the quality of community streets and boulevards as important links in the local and regional open space system.

4.2 Proposed Open Space System

In order to address the need for increased open space to serve the residents of Lower Mount Royal, the development of a passive park space and an open space linkage system are proposed (see Figure 4). These improvements will cater to the passive recreation needs of the young adult and senior citizen population in the community.

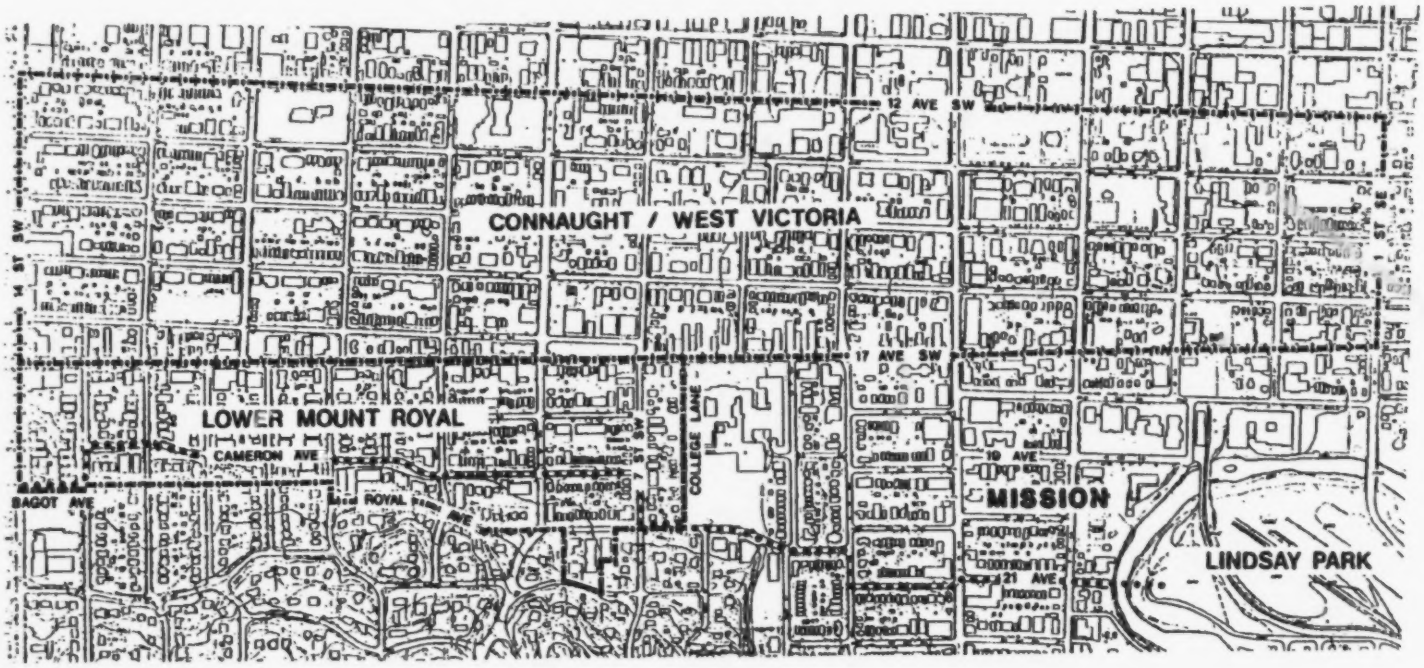
4.2.1 9th Street/19th Avenue Park

The closure of portions of 9th Street S.W., from 19th Avenue to Royal Avenue and from 19th Avenue to the lane to the north is recommended to permit the development of a passive park space. 19th Avenue will remain open to through traffic. This would provide approximately .16 ha (.40 acres) of open space for the community. Alternate access to existing parking for the property located on the southwest corner of 19th Avenue and 9th Street will be negotiated.

Intensive landscaping should be used to provide a sense of visual relief. This space will also function as one of the destination points in the open space linkage system outlined below.

4.2.2 Open Space Linkage System

In order to increase the attractiveness and safety of pedestrian access to local and regional open space, the following improvements to public spaces and rights-of-way within the community are proposed.



THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

July
1983

LOWER MOUNT ROYAL

Fig. 5

0 400'
0 120 M

LINDSAY PARK LINK

..... LINDSAY PARK LINK

Lindsay Park Link

"The Lindsay Park Link", would be the major component of this system. It would extend along Cameron, 19th and Royal Avenues, from 13 Street to College Lane. The Link would continue through the communities of Cliff Bungalow and Mission to the regional recreational facility at Lindsay Park (see Figure 5). This Link would be approximately 2.4 km (1 1/2 miles) in length, and would comprise the following:

a) A coordinated signage system to assist in identifying the "Link" to the pedestrian.

b) Pedestrian crosswalks at busy intersections to ensure pedestrian safety while using the "Link".

c) The development of landscaped seating areas within the public right-of-way, in selected locations along the route.

d) An emphasis on low maintenance landscape treatments to control maintenance costs.

8th Street and Royal Avenue

This parcel of land, approximately 107.8 m^2 (1,160 sq. ft.), was purchased by the City for road widening. It is presently contained in the Engineering Department's inventory. It should be developed as a parkette, with a seating area provided for pedestrians using 8th Street. Low maintenance landscaping treatments are recommended to control maintenance costs.

4.3 Inner City Bicycle Paths

The Transportation Department is currently preparing an Inner City Bike Route Plan. The route proposed through Lower Mount Royal should follow the "Lindsay Park Link". This route would connect Lower Mount Royal to other established cycle routes such as the Elbow River Pathway, and the Glenmore Reservoir system, as well as to other proposed routes in the Inner City.

4.4 Implementation

It is recommended that:

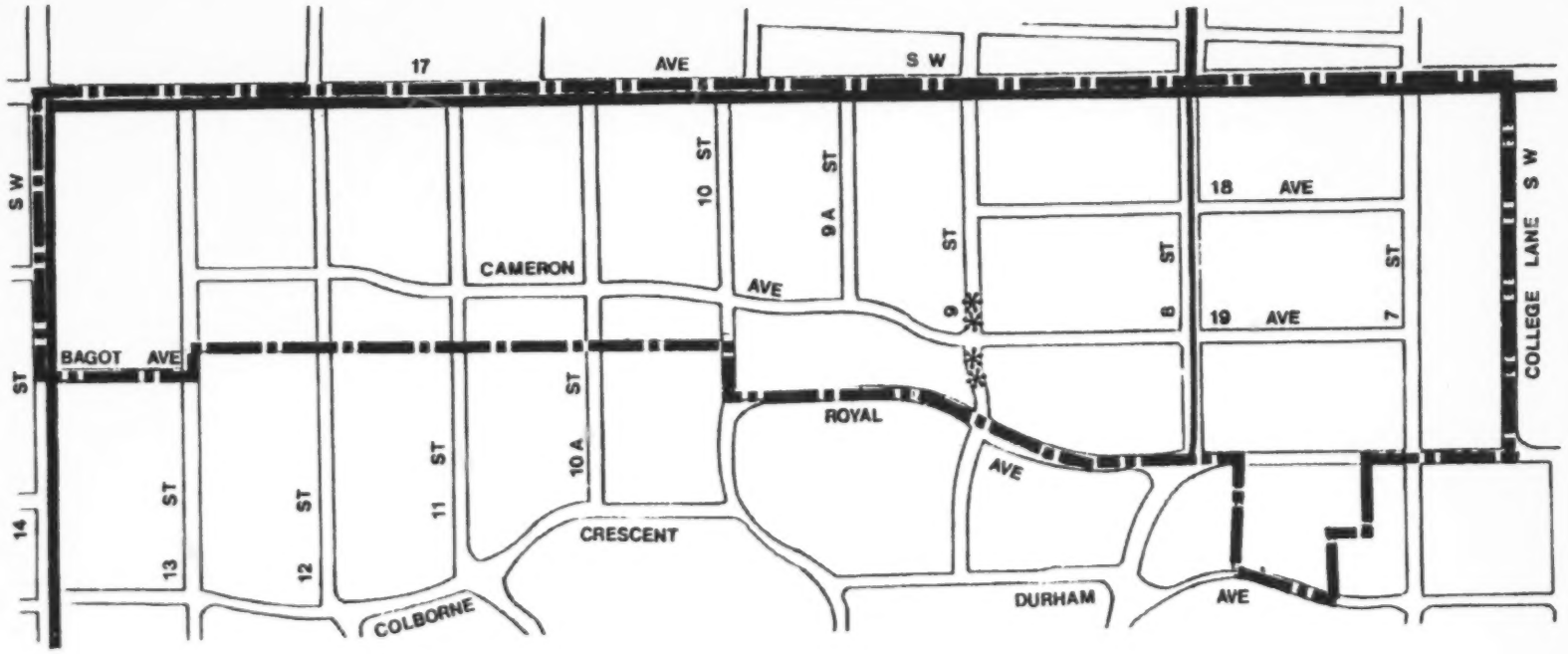
1. The PARKS AND RECREATION DEPARTMENT prepare development plans for the proposed 9th Street and 19th Avenue park and apply to Council for funds to implement these plans.

Time Frame: 1983-1984

2. The PARKS AND RECREATION DEPARTMENT prepare detailed plans for the proposed "Lindsay Park Link" and 8th Street parkette, and apply to Council for funds to implement those plans.

Time Frame: 1983-1986

3. The PARKS AND RECREATION DEPARTMENT initiate the closure of those portions of 9th Street required for the park described in Section 4.2.1. An access easement for the property on the southwest corner of 19th Avenue and 9th Street S.W. must be provided.



THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

July 1983

LOWER MOUNT ROYAL

Fig. 6

0 400' 0 120 M

TRANSPORTATION POLICY

MAJOR ROADS

COLLECTOR ROADS

** CLOSURE FOR OPEN SPACE

5.0 TRANSPORTATION

5.1 Objectives

1. To reduce on-street parking congestion in residential areas.

2. To increase short-term public parking in the 17th Avenue corridor.

3. To provide a satisfactory level of mobility to the 17th Avenue area and to the South Downtown area as a whole.

5.2 Transportation Policy

5.2.1 Street Designations

Streets within Lower Mount Royal should retain their present designation as follows (see Figure 6):

Major Roads:	14th Street S.W. 17th Avenue S.W.
Collector:	8th Street S.W.
Local Roads:	All other community streets.

Major roads expedite the movement of high volumes of traffic between various parts of the City. Collectors distribute traffic between major and local roads. Local roads provide access to properties within the community. Local roads may be considered for closure to create open space.

5.2.2 Road Closures

The closure of 9th Street, on both sides of 19th Avenue should be undertaken to create the park described in Section 4.2.1.

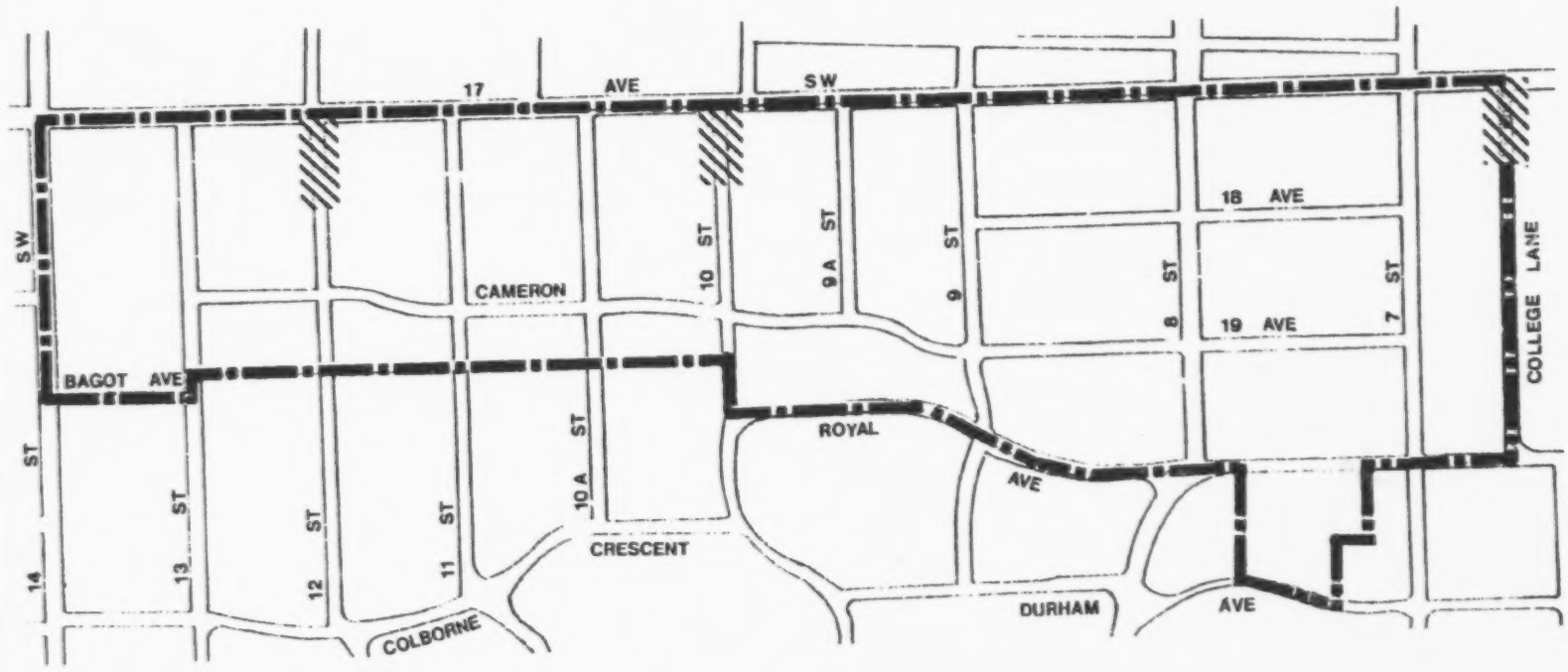
5.3 Parking

5.3.1 Commercial Parking on Residential Streets

The growth of commercial development on 17th Avenue, and an increase in downtown commuters parking on local streets, has resulted in a high level of parking congestion in Lower Mount Royal. The use of local streets as uncontrolled parking areas for 17th Avenue employees or downtown commuters should be discouraged. One alternative to this problem is to institute two hour parking restrictions on a block-face basis. These restrictions can be instituted by a petition by the residents on each block. An 80% consensus is required for each block.

5.3.2 17th Avenue On-Street Parking Policies

The Transportation Department has reviewed on-street parking arrangements and restrictions in the 17th Avenue corridor. 17th Avenue is a major road and plays an important role in the south Downtown transportation network. In the long-term, plans to upgrade 17th Avenue may necessitate the removal of the metered parking along the avenue. In the short-term, on-street metered parking will remain, although some parking meters will be removed to make room for loading and taxi zones. Additionally, meters will be added to the commercially designated portions of



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LOWER MOUNT ROYAL

Fig. 7

0 400'
0 120 M

SHORT - TERM PARKING PRIORITY AREAS

PARKING PRIORITY AREAS

cross-streets. This will assist in controlling the random parking problem which presently exists.

Signage relative to parking restrictions on 17th Avenue will be adjusted to reflect the new peak hour restrictions presently in use in the downtown. Parking will not be allowed on 17th Avenue between 7:00 h and 8:30 h for the inbound direction, and between 15:30 h and 18:00 h for the outbound direction, Monday to Friday.

5.3.3 Short-Term Public Parking Alternatives

The availability of short term public parking is a key element to the success of a regional pedestrian shopping street. The parking policies for 17th Avenue, contained in Section 3.2.4, are intended to alleviate current parking problems. However, additional parking solutions must be found.

One alternative is increasing the number of on-street parking spaces through angle parking in the commercially designated portions of selected side streets. The Transportation Department will be carrying out an experiment with angle parking in an Inner City location. Should the experiment suggest that angle parking is operationally feasible and cost effective, it should be extended into the 17th Avenue corridor.

Another alternative calls for the development of public parking lots operated by the Calgary Parking Authority. Due to the linear commercial function of 17th Avenue, a series of small surface lots in dispersed locations would best meet current parking needs.

The high cost of land on 17th Avenue makes surface lots a costly proposition. Therefore, it may be necessary to locate such parking lots on the borders of adjacent residential communities. Such lots would have to be designed and located to reduce impact of visual intrusion and increased traffic.

5.3.4 Short Term Parking Priority Areas

The area from 6th Street S.W. to 10th Street S.W. has been identified as the priority area for the development of an off-street surface parking lot. An appropriate site should be found which is central to this catchment area.

The following locations are recommended for priority consideration as angle parking areas, if this alternative is found to be feasible: College Lane, 10th Street and 12th Street, directly south of 17th Avenue to the alley. (see Figure 7).

As the 17th Avenue area develops, on-street parking congestion should be monitored to determine other priority areas for short-term public parking.

5.3.5 Costs and Funding Options

Estimated costs and a more detailed description of funding options for short-term public parking are outlined in Section 1.3.3 of the Supporting Information.

5.4 Implementation

It is recommended that:

1. The TRANSPORTATION DEPARTMENT consider alternatives to control spillover commercial parking in the residential portions of Lower Mount Royal.

2. The TRANSPORTATION DEPARTMENT determine the number of short-term public parking stalls that should be provided, either through off-street or angle parking, within the priority areas described in Section 5.3.4.

3. The TRANSPORTATION DEPARTMENT develop angle parking in the priority areas described in Section 5.3.4, pending positive results of the Mission angle parking test.

4. The TRANSPORTATION DEPARTMENT and PLANNING DEPARTMENT determine a suitable location for such off-street surface parking lots.

5. The TRANSPORTATION DEPARTMENT evaluate funding alternatives for the provision of short-term public parking.

6. The LAND DEPARTMENT acquire appropriate sites as determined by the Planning and Transportation Departments.

7. The CALGARY PARKING AUTHORITY evaluate funding alternatives and operate the short-term public parking recommended in Section 5.3.4.

6.0 17TH AVENUE PUBLIC IMPROVEMENTS PROGRAM

6.1 Improvement Area Boundaries

A Public Improvements Program is proposed for the 17th Avenue retail and commercial area; from 14th Street W. to 1st Street E. (see Figure 8). These improvements will be confined to the public right-of-way. Parts of the study area are included within the boundaries of four Area Redevelopment Plans: Lower Mount Royal; Connaught/West Victoria, Mission and Cliff Bungalow. The public improvements program initiatives have been incorporated into the respective Area Redevelopment Plans for approval and implementation.

6.2 Purpose of Public Improvements

The purpose of the Public Improvements Program is to foster a comfortable and attractive street character for the pedestrian within the public right-of-way. The program will focus on the unique qualities of 17th Avenue, one of the few remaining pedestrian shopping streets left in the City. The program will increase the Avenue's desirability as a retail commercial area of city-wide attraction and importance. It is also timely that the Public Improvements Program be undertaken as the 1988 Winter Olympics approach, and 17th Avenue becomes a high visibility route to the Olympic Coliseum.

6.2.1 Objectives

Detailed planning and implementation of the proposed public improvements should be based on the following objectives:

1. To identify 17th Avenue as a unique retail and commercial area, serving a City-wide function.

2. To improve the quality of 17th Avenue's pedestrian environment.

3. To create "focal points" at selected locations oriented to pedestrian convenience and safety.

4. To up-grade existing public open spaces adjacent to 17th Avenue with a character complementary to the public improvements and the retail nature of the street.

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LOWER MOUNT ROYAL

Fig. 8

0 400'
0 120 M

17 th AVE PUBLIC IMPROVEMENT AREA BOUNDARIES

STUDY AREA

6.2.2 Proposed Design Elements

The public improvements program should enhance the specialized shopping character of 17th Avenue and should include the following elements:

a) removal of overhead powerlines;

b) sidewalk reconstruction including the use of a brick edge treatment;

c) street trees;

d) street furniture consisting of a public signage system, benches, planters, bus shelters, litter bins, phone booths and kiosks;

e) pedestrian scale light standards;

f) pedestrian crosswalks;

Site specific planning of the design elements will take the form of a Public Improvements Master Plan for 17th Avenue, and will include further consultation with local property owners and business people.

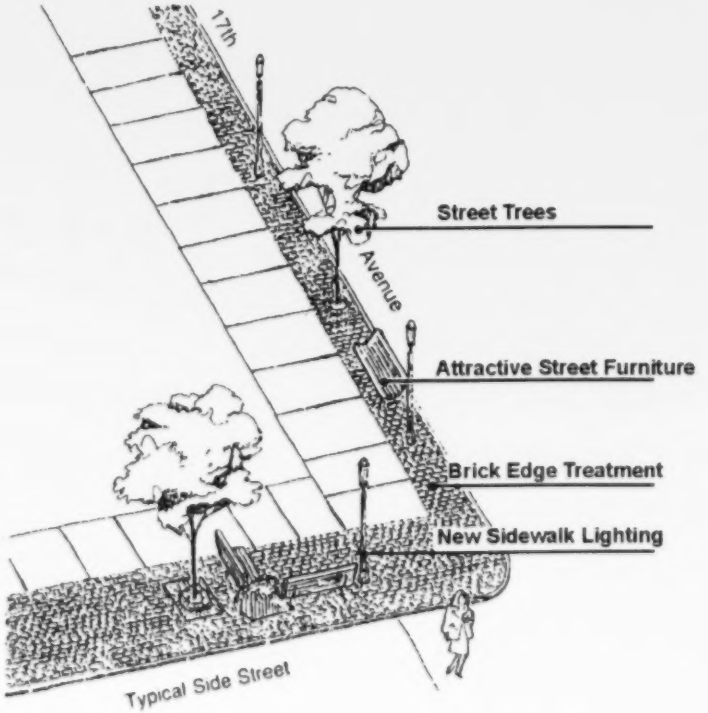

FIGURE 9 DESIGN ELEMENTS

6.3 Funding and Phasing

6.3.1 Funding

The costs of the proposed public improvements program are estimated in Section 1.3 of the Supporting Information. A cost-sharing agreement between the City and 17th Avenue property owners is proposed to cover the cost of the public improvements, as each would benefit from these improvements. The City should initiate the improvements using general revenues and recoup a percentage of these costs through a Local Improvement or Local Benefit By-law. Under these By-laws, costs can be charged via a tax assessment to property owners over a 15-year period.

6.3.2 Phasing

The public improvements program for 17th Avenue is divided into two phases. The Lower Mount Royal portions of the program are included within Phase I. Within this phase, the blocks between 5th Street W. and 9th Street W. are of highest priority. The public improvements program will be phased to coordinate with possible road improvements to 17th Avenue. Street tree planting is contingent upon the removal of overhead powerlines and other utility constraints.

The Planning and Engineering Departments will determine the extent of each phase, subject to budget approval.

6.4 Implementation

It is recommended that:

1. The TRANSPORTATION DEPARTMENT, in consultation with OTHER CIVIC DEPARTMENTS and 17th Avenue property owners and business people, prepare a Public Improvements Master Plan for 17th Avenue.

2. The design of the Public Improvements Master Plan should be completed within one year of the adoption of this Area Redevelopment Plan.

3. *The Public Improvements Master Plan for the improvement area be implemented through a Local Improvement or Local Benefit By-law which provides for a cost sharing agreement between the City and affected property owners, to be brought forward as budget constraints permit.*
   Bylaw 5P87

*[Section 7.0 Servicing has been deleted in its entirety by **Bylaw 5P87**].*